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LIGHT PILSENER BEER
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No. 13,186

號六月七年五九一英

HONGKONG, THURSDAY, JULY 6, 1905.

日四初月六年巳乙

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THIS is to Certify that the LAGER BEER of Messrs JOHN JEFFREY & CO. of Edinburgh has been passed by the Examining Board of the Institute of Hygiene as fulfilling the Standard of Purity and Quality required by them.
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MACGOWEN, FRICKEL & CO.,
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Hongkong, July 4, 1905.

Intimations.



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TENDERS are invited for the supply of LABOUR and HUNKS in connection with the COALING of H. M. FLEET, etc. at Hongkong for a period of 12 months from the 1st August, 1905.
Forms of tender can be obtained on application to the NAVAL STORE OFFICER, H. M. Naval Yard, Hongkong, and should be returned not later than NOON on 19th July, 1905.
Hongkong, July 5, 1905.

NOTICE.

WE have this day authorised Mr. CARL ROBERT LENZMANN, to Sign our Firm from this date.
CARLOWITZ & CO.
Hongkong, July 5, 1905.

WANTED.

A COMPRODORE by a European Firm doing Piece Goods and General Business. Must furnish Security for \$40,000.
Apply
Care of 'CHINA MAIL' Office.
Hongkong, July 5, 1905.

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ALL kinds of SEWING MACHINES BOUGHT, SOLD or EXCHANGED. Repairs executed, and new machines of all classes of Sewing Machines. Orders by Post Receipt Prompt Attention.
Hongkong, July 5, 1905.

ANNOUNCEMENT.

HAVING RESIGNED my Position as Manager of VICTORIA HOTEL, Canton, I now Accede to my Sincere gratitude to the distinguished gentlemen Constituting Canton Consular Service for Courtesies and good Offices, and to Shanghai Municipal Council for constant generous consideration, and my best thanks to Canton, British and Foreign Communities for liberal support to me while there.
A. FOUSECA,
Late Manager,
Victoria Hotel.
Hongkong, July 5, 1905.

COMMERCIAL UNION ASSURANCE CO., LTD.

ASSETS EXCEED \$70,000,000.
FIRE, MARINE, TYPHOON, ACCIDENT, PLATE GLASS INSURANCE and FIDELITY Guarantee Policies issued at Lowest Current Rates.
W. H. TRENCHARD DAVIS,
Branch Manager & Underwriter.
Hongkong, June 9, 1905.

THE POPULAR
SCOTCH
IS
BLACK & WHITE



JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS
By Appointment to
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Supplied at all the Leading Clubs and Hotels, and to be obtained from LANE CRAWFORD & Co., Queen's Road Central.

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s.s. HONAM, 2,383 tons, Captain H. D. Jones.
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s.s. PATSHAN, 2,250 tons, Captain R. D. Thomas.
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s.s. KINSHAW, 1,998 tons, Captain J. J. Rossie.
Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday Excepted), 9 p.m. and 10.30 p.m. (Saturday Excepted).
Departures from Canton to Hongkong daily at 8.30 a.m., 3 p.m. and 6 p.m. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

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s.s. HEUNGSHAN, 1,998 tons, Captain W. E. Clarke.
Departures from Hongkong to Macao on week days about 2 p.m. (See Special Summer Time Table).
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s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8.30 a.m.; and leaves Macao for Canton every Monday, Wednesday and Friday at 8 a.m.

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Canton-Wuchow Line.

s.s. SAUNAM, 588 tons, Captain W. A. Valentine.
s.s. NANNING, 569 tons, Captain C. Bulchart.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of:-
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18 Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.
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A FIRST CLASS HOTEL under European Management. NICELY FURNISHED. AIRY ROOMS. EVERY COMFORT FOR RESIDENTS AND TOURISTS. EXCELLENT CUISINE. Three minutes' walk from the Ferry Wharf. TERMS REASONABLE. Apply. THE MANAGERESS.
Hongkong, June 21, 1905.

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PRIVATE HOTEL. CENTRALLY SITUATED. THREE MINUTES' WALK FROM POST OFFICE. SPECIAL TERMS FOR MONTHLY BOARDERS. RATES MODERATE.
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Hongkong, September 6, 1904.

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LADIES GENTLEMEN'S
\$2.00 \$2.50
PER PAIR PER PAIR.
SMART APPEARANCE. LIGHT WEIGHT. EASILY ADJUSTED.
Hongkong, June 23, 1905.

REWARD OF \$5,000.

OFFERED by the Undersigned for the Arrest and Conviction of any person or persons who are in the habit of smuggling large Quantities of Opium into this Colony.
CHIN JOO HENG CO.,
OPIMUM FARMER.
Hongkong, June 19, 1905.

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No. 52 and 53, PRAYA EAST.
ALL Work done in this Establishment is promptly executed. Neatness a Specialty. Ironing and Washing done by experienced Japanese. PRICES MODERATE.
G. MONYER, Proprietor.
Hongkong, February 13, 1905.

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NOTICE.
SHAREHOLDERS are reminded that the FINAL CALL of \$10 per Share on the new issue of Capital is due on the 30th June, 1905.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, June 20, 1905.

SELECT BOARD & RESIDENCE AT 'BRAESIDE.'

A LARGE and COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large, Airy and nicely Furnished Bedrooms, every home comfort. Fine view of the Harbour. Terms Moderate. Apply to
Mrs F. W. WATTS,
BRAESIDE, 20, MACDONNELL ROAD, (Late of 'TAKO YUEN').
Hongkong, June 19, 1905.

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WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office. Price, \$1 each. China Mail Office.

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EXCELLENT FURNISHED ROOMS.
COMFORT OF RESIDENTS AND THE CUISINE A SPECIALTY.
FOR TERMS, APPLY TO THE MANAGER.

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23 & 25, LEE YUEN STREET (WEST) HONGKONG.
DEALERS IN
All Sorts of COPPER, BRASS STEEL
IRON WARE, &c.
STEEL GIRDERS and TREE
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Suitable for
SHOPS, ENGINEERS and HOUSE BUILDERS.
Hongkong, May 29, 1905.

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Developing and Printing for Amateur.
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BRANCH
HONGKONG NORTH CORRIDOR,
1567

Business Notices.

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EASTERN AGENCY, LTD.

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FOR HIGH OR LOW PRESSURES.

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OFFICE AND SHOW ROOM: 6, DES VOEUX ROAD.

LANE CRAWFORD & CO.

TWIN BEDSTEADS

IN BRASS AND ENAMELLED ART COLOURS.

This Pattern in Art Green Brass Mounted.
Size 6ft. 6in. or 3ft. 3in. Each.
\$85 PER PAIR.
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ADAMIRABLY SITUATED AT VICTORIA GAP. Adjoining the Tramway Terminus, 1,400 feet above Sea Level. OPEN to the South Winds in Summer and protected from the North-East Winds in Winter. Commanding a magnificent view of Hongkong, the Harbour and adjacent islands for forty miles.
A FIRST CLASS FAMILY, RESIDENTIAL AND TOURISTS' HOTEL.
TERMS:—From 12s. per day. TOWN OFFICE:—3, DUNDRELL STREET.
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A FIRST CLASS HOTEL, MOST CENTRALLY SITUATED. WELL FURNISHED AND AIRY BEDROOMS. Monthly Boarders accommodated on very Moderate Terms.
For Particulars, apply to
THE MANAGER.
Hongkong, November 3, 1904.

N. LAZARUS, OPTICIAN,

10, D'AGUIAR STREET, HONGKONG.
SIGHT TESTED FREE. LENSES GRIND ON THE PREMISES.
A. S. TUXFORD, Manager.
Hongkong, October 1, 1904.

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THE Public are informed that my Parlours are open from 9 a.m. till 5 p.m. My 32 years' experience in tattooing is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3700 Recommendations which I have received from all Sources.
Hongkong, August 2, 1904.

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PORTRAITURE IN ALL STYLES.
AMATEUR WORK A SPECIALTY.
Hongkong, October 5, 1904.

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DEALERS IN
All Sorts of COPPER, BRASS STEEL
IRON WARE, &c.
STEEL GIRDERS and TREE
CORRUGATED IRON, FIG IRON, &c.
Suitable for
SHOPS, ENGINEERS and HOUSE BUILDERS.
Hongkong, May 29, 1905.

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SOLD IN THE COLONY.
WE CALL IT No. 1 BECAUSE IT IS SO IN EVERY RESPECT. IT IS OF GREAT AGE, MATURED IN SHERRY CASKS, MELLOW, SLIGHTLY SMOKY, AND DISTILLED FROM PURE MALT, BESIDES, IT IS BOTTLED AT HOME BY THE DISTILLERS. DO NOT FORGET WHAT THIS MEANS.

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Casks of 375 lbs. net \$4.50 per Cask, ex Factory.

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Hongkong, March 7, 1905.

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SEASON'S NOVELTIES IN ALL DEPARTMENTS.

NEW CONSIGNMENT OF

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DRESSMAKING A SPECIALITY.

22, QUEEN'S ROAD, OPPOSITE HONGKONG HOTEL.
Hongkong, May 20, 1905.

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UNRIVALLED FOR COMFORT AND CUISINE.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.

MODERATE TERMS AND NO EXTRAS.

[219] A. F. DAVIES, Acting Manager.

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A FIRST CLASS HOTEL, SITUATED NEAR THE BANK AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WIRES. Large and Lairy Rooms Elegantly Furnished. Hydraulic Elevators. Hot and Cold Water throughout. Sp. clal Rates for Families. Lunch Service for Guests.
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For Particulars, apply to
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Hongkong, August 1, 1904.

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A CHEAP AND RELIABLE DISINFECTANT
IN ONE GALLON AND FIVE GALLON TINS.

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The best PILSENER in the East; ask for Kupper, and see that you get it.



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SOLE AGENTS.

15, QUEEN'S ROAD CENTRAL.

Hongkong, July 3, 1905.

THE JAPANESE ARMY.

Some Lessons of the War.

There is a popular belief that the Japanese learned the art of the war from Europe. The theory has no foundation in fact. The Japanese were a race of warriors before they came under the influence of Western civilization. It is true that they have adopted the weapons and some of the methods of European nations, but their success is due mainly to the spirit of the people, and that has not been affected by contact with the West.

Despite the enervating influence of commercial and industrial progress, the Japanese is still the Samurai—the soldier who is ever ready to lay down his life for his lord. This spirit of self sacrifice animates every man who takes up arms in defence of his country.

If I were asked to put in one sentence the cause of the unbroken series of victories in Manchuria, I should say, "It is because every Japanese goes into battle determined to die, and it is therefore the other man who dies."

This spirit finds expression in many ways. It is noticeable in the constitution of every Staff in the field. The Commander-in-Chief is invariably a man of mature years, remarkable for caution and determination rather than for daring. With him is associated, as Chief of the Staff, a younger man with European experience and abounding energy and enterprise. This combination works perfectly. In the selection of Divisional commanders the same care is manifest, and no pity is shown for the man who fails. In the Japanese army there is no room for failures; they are "shelved" without remorse, and no one would dream of proposing that they should be rewarded with the rank of Field Marshal.

Again and again have I been struck with the conduct of the Japanese Staff during the progress of a battle. There is no excitement, no hurrying to and fro of orders, no flashing of messages; you see nothing save a group of men who appear to be more spectators.

"Why don't you come and talk to me sometimes," said General Fujii, Chief of the Staff of General Kuroki's army. "When you see me smoking a cigar you may always know that I am ready to talk on any subject."

This detachment of mind is no affectation; it is the natural consequence of long and careful preparation in which no detail is overlooked and no chance of victory is neglected. The motto of the Staff is that when the army is committed to battle it must fight to a finish; there is no "nibbling." The Japanese have no eulogies for retreats which some people in this country regard as a kind of triumph and the true test of generalship.

The soldier, like his leader, is devoted to duty. I doubt if in his vocabulary there is a word to express "grousing." He is as cheerful at "fatigue" work as he is in battle, and the officer who leads him need never look back. On parade he would be the despair of a German drill-sergeant, for the Japanese pay little regard to appearances. If a soldier prefers to march without breeches there is no one to say him nay. You may be sure, however, that he does not shove his legs he clothes his rifle, and puts a cork into the end of the barrel to keep out the dust.

I may bring in an early end to these disjointed reflections with a few lessons that the War has taught. Cavalry has demonstrated once more its incapacity to operate in country not of its own creation. Infantry has proved the absurdity of M. Mehl's theories about impassable zones of fire, and has restored the bayonet to its old preeminence.

Artillery, in which the Japanese were inferior to the Russian, must be mobile, of long range, and of heavy projectile, and the exclusive cult of shrapnel must be abandoned in favour of a more than occasional use of common shell, with a better high explosive than we now command.

But the lesson of all others that we in this country must learn is not to become hysterical over casualty lists, and to see to it that the defence of the Empire is committed to the charge of all that is best in the race. Anything short of this will inevitably bring upon us the ruin that threatens Russia, a Power which European military experts, who judge armies like men by bulk, looked upon as invincible. William Maxwell, war correspondent, in the National Service Journal.

Dentistry.

THE AMERICAN SYSTEM OF DENTISTRY.

DR. M. H. CHAU, 37, DES VŒUX ROAD CENTRAL, HONGKONG. From the University of Pennsylvania, U.S.A. Hongkong, July 28, 1904. 1386

KWAN LEE SHEUNG, DENTIST.

(STUDENT OF DR. G. O. ROGERS), TAI SAN STREET, CANTON. March 10, 1905. 513

S. T. TING, Surgeon-Dentist.

No. 14, D'AGUILAR STREET. TERMS VERY MODERATE. Consultation Free. Hongkong, April 24, 1905. 628

DR. HARRY FONG, AMERICAN TRAINED DENTIST.

ELECTRICAL and Latest Improved Appliances. 51, QUEEN'S ROAD CENTRAL. Hongkong, July 28, 1904. 1379

THE OWL, GRILL & OYSTER ROOM.

COOKING done by a European Cook. ALL KINDS OF LIQUOR served with Meats. Special Rates to Monthly Boarders. No. 51, DES VŒUX ROAD CENTRAL. Hongkong, March 14, 1906. 532

HOTEL METROPOLE.

THE FAVOURITE AND POPULAR SUMMER RESORT. UNDER ENTIRELY NEW MANAGEMENT.

SPLENDID ACCOMMODATION.—Only Leading Brands of Liquors kept. Everything sold true to name and label. Draught Beer drawn from the Wood. BILLIARDS AND OTHER SPORTS. PRIVATE DINNERS A SPECIALITY.

J. H. NEWBOLD, Proprietor.

Hongkong, April 1, 1905.

ESPECIAL OLD TOM GIN.

MARSHALL AND ELVY'S

SATINETTE

(REGISTERED)

DOUBLY DISTILLED AND OF MATURED AGE.

TO BE OBTAINED FROM—

THE MUTUAL STORES,

DES VŒUX ROAD.

Hongkong, May 17, 1905. 972

Contractors.

A CHOO & CO.,

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A WING & CO.

CONTRACTORS AND HOUSEBUILDERS. No. 75, QUEEN'S ROAD EAST. ALL Communications, please address to Mr. ANDREW TSANG WING. Hongkong, February 18, 1905. 356

SING YUEN,

CONTRACTOR AND HOUSEBUILDER. No. 33, D'AGUILAR STREET. CONTRACTOR to the P.W.D. from 1901 to 1902, and Admiralty, &c., &c. We keep a large stock of Building Materials, also Timber at very Low Prices. Hongkong, March 22, 1905. 613

SANG LEE & CO.

CONTRACTORS AND BUILDERS. No. 50, DES VŒUX ROAD CENTRAL. Contractors to H.B.M.'s Government. We always keep a large stock of BUILDING MATERIALS at Reasonable Prices. Hongkong, February 29, 1905. 584

KWONG HEP LOONG

CO., LIMITED. SHIPBUILDERS AND ENGINEERS. BOILER MAKERS, BRASS AND IRON FOUNDERS. OFFICE:—No. 64, DES VŒUX ROAD CENTRAL. ALL Work done in this Establishment is guaranteed. We have 32 years' experience. Our Dry Dock is next to Cosmopolitan Docks (Sam Sui Po) and can accommodate any craft of 160 feet long. We have at present 4 new fast Steam Launches for Sale. Hongkong, February 25, 1905. 396

QUONG YICK,

CONTRACTOR AND HOUSEBUILDER. No. 37, QUEEN'S ROAD EAST. CONTRACTOR to H.B.M.'s Government. We have always a large stock of BUILDING MATERIALS at Moderate Prices. Hongkong, March 20, 1905. 593

KWONG FOOK CHEONG

SHIP'S CARPENTER, BOAT AND LAUNCH BUILDER, ENGINEER AND BOILER MAKER. HAS EVERY KIND OF TIMBER FOR SALE. 55, PRAYA EAST, HONGKONG. Hongkong, March 20, 1905. 591

AH-KING.

SLIPWAY YACHT AND BOAT BUILDER, CARPENTER, Painter, Rigger, Sail and Flag Maker, Brass, Copper and Blacksmith. GENERAL CONTRACTOR. PRAYA EAST, WANCHAI, HONGKONG. Hongkong, February 13, 1905. 507

KANG ON & CO.

BUILDERS AND CONTRACTORS. No. 30, D'AGUILAR STREET. CONTRACTORS to H.B.M.'s Government. Admiralty and War Department, &c., &c. We keep always on hand the largest supply of Building Materials at Cheapest Prices. We defy Competition. Hongkong, March 10, 1905. 512

KENG TAK CHEONG,

GENERAL CONTRACTOR For Preparing SITE, BUILDING AND REPAIRING WORKS. BLACKSMITH, JEWELLY AND LIGHTER BUILDER AND MASON. No. 38, D'AGUILAR STREET. CONTRACTOR to the War Department, &c., &c. Every Order promptly attended to at 1st Class Testimonials. Communications please address to Mr. T. KENG. Hongkong, March 22, 1905. 611

Contractors.

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CONTRACTOR AND HOUSEBUILDER. No. 34, D'AGUILAR STREET. CONTRACTOR to H.B.M.'s Government. War Department and Admiralty, &c., &c. We keep always in stock a large supply of Building Materials at very reasonable Prices. Hongkong, March 22, 1905. 614

SHUN LEE & CO.,

SHIP'S CARPENTER, BOAT BUILDER, BLACKSMITH & CULVER. All kinds of Timber For Sale. No. 50, PRAYA, WANCHAI. C. CHUNG-HEE, Manager. Hongkong, March 20, 1905. 592

TUNG ON,

CONTRACTOR AND BUILDER. No. 28, D'AGUILAR STREET. CONTRACTOR to H.B.M.'s Government, &c., &c. Communications please address to Mr. TAN SENG. Also, every kind of Building Materials for Sale. Hongkong, March 23, 1905. 624

TUNG LEE,

(Late A. TAY.) SHIPBUILDER, BOATBUILDER AND SHIP'S CARPENTER. BLACKSMITH AND CULVER. OFFICE at 374, DES VŒUX ROAD WEST. Workshop at YAU MATI. Hongkong, March 22, 1905. 612

Lam Woo & Co.,

(FORMERLY LIN WOO & Co.) No. 12, LEE YUEN STREET (WEST). CONTRACTORS & HOUSEBUILDERS. CONTRACTORS to H.B.M.'s Government and War Department. We have always in stock a large supply of Building Materials. All communications please address to Mr. LAM WOO. Hongkong, March 3, 1905. 460

K. Shiu Tai & Co.

HONGKONG & WANCHAI. HEAD OFFICE:—111, DES VŒUX ROAD, HONGKONG. NAVY CONTRACTORS, GENERAL STOREKEEPERS AND BAKERS. Wholesale and Retail in Provisions and Tinned Goods, &c., &c. K. SHIU TAI, General Manager. Hongkong, March 10, 1905. 511

Yau On,

HOUSEBUILDER AND CONTRACTOR. No. 40, HOLLYWOOD ROAD. CONTRACTOR to the Admiralty and Chinese Government. Matched Builder, and House Painter. Always in stock a large supply of Building Materials. Hongkong, March 10, 1905. 510

HUNG SHING,

BUILDING CONTRACTOR. No. 37, D'AGUILAR STREET. CONTRACTOR to H.B.M.'s Government, &c., &c. Hongkong, March 23, 1905. 623

AH-PONG.

SHIP AND HOUSE PAINTER, GILDER, GRINDER AND SCRAPER, CULVER AND CARPENTER. No. 44, DES VŒUX ROAD CENTRAL. Hongkong, February 20, 1905. 363

Tung Tai Tseung Kee Co.

ENGINEERS AND SHIPBUILDERS, BOILER MAKERS AND COPPER SMITHS. No. 25, PRAYA EAST, WANCHAI. Call Flag O. Hongkong, February 18, 1905. 355

THE PO YICK COY.

CONTRACTORS & HOUSEBUILDERS. No. 259, QUEEN'S ROAD EAST, WANCHAI. CONTRACTORS to H.B.M.'s War Department and Admiralty. We keep always in stock a large supply of Timber at Reasonable Prices. Hongkong, February 16, 1905. 357

CHINESE SCHOOL BOOK

II.—Tein Tei Man. Translated into English by Dr. E. J. EITKE. Price: 40 Cents. CHINA MAIL Office, 5 Wyndham Street.

For Sale.

FOR SALE.

ONE TEAKWOOD LAUNCH.

Length—67 ft. Breadth—10 ft. Depth—8 ft. Boiler—5 ft. x 6 ft. Engines—7 x 14 x 10. Compound Surface Condensing. For further particulars apply Box 74. Care of "CHINA MAIL" Office. Hongkong, June 7, 1905. 1275

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on

SATURDAY,

the 8th July, 1905, at 12 o'clock (Noon), at his SALES ROOMS, DUNDRELL STREET, 1 OLDSMOBILE MOTOR CAR with ACCESSORIES (in Good Condition). On View from Thursday, the 6th July. Terms—Cash on delivery. GEO. P. LAMMERT, Auctioneer. Hongkong, July 3, 1905. 1288

PUBLIC AUCTION.

THE Undersigned has received instructions from E. F. Gussow, Esq., to Sell by Public Auction, on

MONDAY,

the 17th July, 1905, at 11 A.M., No. 3, WING WO CHAN, MONGKOK, ABOUT

300 LOGS HARDWOOD.

Terms—Cash on delivery. For further particulars, apply to GEO. P. LAMMERT, Auctioneer. Hongkong, June 29, 1905. 1255

IN THE SUPREME COURT OF HONGKONG.

ORIGINAL JURISDICTION.

ACTION NUMBER 103 OF 1905.

TO BE SOLD BY PUBLIC AUCTION By Order of the Supreme Court of Hongkong, and with the approbation of ANATHOOS SERH, Esquire, J.S.O. Registrar of the Supreme Court of Hongkong, pursuant to the Order for Sale made in the above action, and dated the 16th day of June, 1905.

THE VERY VALUABLE RECLAMATION PROPERTY, situate at Victoria, in the Colony of Hongkong,

on MONDAY,

the 17th day of July 1905, at 3 o'clock p.m., at Messrs HUNTERS and HORTON'S Sale Rooms, Des Vœux Road Central, in two lots, being Lot 1—

All that right of Equity of Redemption of and in all that one equal undivided moiety of and in action A of the Southern Portion of the Praya Reclamation to the Remaining Portion of Marine Lot Number 57, and which said piece or parcel contains by admeasurement in the whole about 11241 square feet. Crown Rent for the whole property \$280.96, and

Lot 2—All that one equal undivided moiety of and in the Remaining Portion of the Southern Portion of the Praya Reclamation to the Remaining Portion of Marine Lot Number 57, and which said piece or parcel contains by admeasurement in the whole about 13161 square feet. Crown Rent for the whole property \$233.71.

The two above mentioned properties are more particularly delineated in a sale plan thereof which can be inspected at the offices of Messrs JOHNSON, STOKES and MASTER, Solicitors for the Vendor. Both properties are held upon and under the same and stipulations of the usual Reclamation Agreement.

For further particulars and conditions of sale, apply to Messrs JOHNSON, STOKES and MASTER, Solicitors for the plaintiff in the above action, who have the conduct of the said sale, or to Messrs EWENS, HARTSON and HARDING, Solicitors for the defendant, Li Te Yung, alias Li Te Ming, in the said action, or to Messrs HUGHES and HUGHES, Government Auctioneers.

Hongkong, July 1, 1905. 1284

WEEKLY NEWS FOR HOME.

The Overland China Mail

Published to suit the Departure of each English and French Mail Steamer to Europe.

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THE COMMERCIAL LAW AFFECTING CHINESE.

With Special Reference to PARTNERSHIP REGISTRATION AND BANKRUPTCY LAWS IN HONGKONG.

Reprinted from the "China Mail." For Sale at the China Mail Office.

Price \$1.00.

"THE REVENUE OF CHINA."

A SERIES OF ARTICLES, Reprinted from "The China Mail," WITH AN APPENDIX.

To be had at the OFFICE of this PAPER, Messrs. KELLY & WAHAI, Ltd. And Messrs. W. BURNER & Co. Price, 50 Cents.

His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Guns.	H.P.	Captain.	Last reported at
Alcester	despatch-vessel	1790	12	3900	Comdr. Richard M. Harbord	Wellfleet
Algerine	sloop	1050	6	1400	Reserve	Hongkong
Andromeda	cruiser, 1st class	11,000	16	16,500	Capt. R. N. Orammney	Wellfleet
Arcton	torpedo boat destroyer	650	6	7000	Lt. Comdr. R. H. Houghton	Wellfleet
Astron	cruiser, 2nd class	4380	10	9000	Captain L. G. Tufnell	Wellfleet
Donavontore	cruiser, 2nd class	4380	10	7000	Capt. H. H. Torlesse	Wellfleet
Drumhead	gunboat, 1st class	710	6	1300	Reserve	Hongkong
Britomart	gunboat, 1st class	710	6	1300	Reserve	Hongkong
Cadmus	sloop	1070	6	1400	Comdr. Inland	Hongkong
Cherub	water tank and tug	380	—	—	—	Hongkong
Clio	sloop	1070	6	1400	—	Hongkong
Dea	torpedo boat destroyer	650	6	7000	—	Hongkong
Diadem	cruiser, 1st class	11,000	16	16,500	Lt. Comdr. H. B. Sullivan, R.N.	Hongkong
Erne	torpedo boat destroyer	550	6	7000	Lt. Comdr. R. H. Bath	Wellfleet
Kittrich	torpedo boat destroyer	550	6	7000	Lt. Comdr. R. H. Bath	Wellfleet
Exo	torpedo boat destroyer	550	6	7000	Lt. Comdr. A. E. Everett	Wellfleet
Fame	torpedo boat destroyer	550	6	7000	Lt. Comdr. Stevenson	Wellfleet
Clary	torpedo boat destroyer	12,330	16	15,500	Captain Hon. Walter G. Sloper	Wellfleet
Handy	torpedo boat destroyer	275	6	4000	Lt. Comdr. J. May	Wellfleet
Hart	torpedo boat destroyer	275	6	4000	Lt. Comdr. J. May	Wellfleet
Hecla	Special Torpedo-vessel	6400	—	2400	Capt. E. P. B. Charlton	Wellfleet
Hogue	cruiser, 1st class	12,000	14	21,000	Captain Shortland	Wellfleet
Iphigenia	cruiser, 2nd class	3600	8	9000	Captain W. B. Fausnour	Singapore
Ichon	torpedo boat destroyer	550	6	7000	Lt. Comdr. C. Seymour	Wellfleet
Janus	torpedo boat destroyer	280	6	3900	Lt. Comdr. W. H. Darwall	Hongkong
Kinsha	river gunboat	610	4	1200	Lt. Comdr. E. V. R. Dugmore	Yangtze
Kimsha	river gunboat	180	2	800	Lt. Comdr. F. B. Noble	West River
Mooschen	torpedo boat destroyer	300	6	6300	Lt. Comdr. J. Kiddle	Wellfleet
Ottar	sloop	1015	6	1400	Reserve	Hongkong
Phoenix	Surveysing-vessel	835	6	650	Comdr. C. E. Mout	Surveysing
Rambler	river gunboat	85	2	240	Lt. Comdr. R. H. Vaughan	Wellfleet
Rosario	sloop	85	2	240	Reserve	Hongkong
Sandpiper	river gunboat	85	2	240	Lt. Comdr. H. T. Atty	Wellfleet
Sidon	cruiser, 2nd class	3600	8	9000	Capt. C. H. H. Moore	Wellfleet
Snipe	river gunboat	85	2	240	Lt. Comdr. Davidson	Hongkong
Sudley	cruiser, 1st class	12,000	14	21,000	Captain Wm. L. Grant	Hongkong
Taku	torpedo boat destroyer	250	6	6500	Commodore Dicken	Yangtze
Tamar	receiving ship	4600	6	—	Lt. Comdr. E. Lacroix	Wellfleet
Teal	river gunboat	180	2	800	Lt. Comdr. A. Gregory	Wellfleet
Virago	torpedo boat destroyer	355	6	6300	Comdr. R. W. Glennie	Surveysing
Waterwitch	surveying ship	624	—	400	Lt. Comdr. C. E. P. Thomas	Wellfleet
Whiffle	river gunboat	360	2	6500	Lt. Comdr. C. W. Wright	Wellfleet
Woodlark	river gunboat	150	2	500	Lt. Comdr. Jno. F. Kne	Wellfleet

* Flag of Vice-Admiral Sir Gerard H. Noel, Commander-in-Chief.

* Ships marked thus should not be shown.

Foreign Men-of-war on the China and Japan Station.

Name	Flag and Description.	Tons.	Guns.	H.P.	Captains.	
Aspern	Austro-Hungarian cruiser	2437	20	7300	Capt. Friedrich Grinzbacher	Singapore
Kaiserin Elisabeth	Austro-Hungarian cruiser	4000	29	8000	Captain Mirel Franz	Singapore
Achéron	French armoured gunboat	1780	10	1700	Comdr. Laferrière	Singapore
Alouette	French gunboat	500	7	400	Lieut. A. Varney	Singapore
Argus	French gunboat	425	—	600	Lieut. Crespin	Hongkong
Aspie	French gunboat	475	—	450	Lieut. Journe	Singapore
Avalanche	French gunboat	140	5	150	—	Singapore
Berguet	French gunboat	580	6	400	—	Singapore
Dugazon	French cruiser	3740	29	9000	Capt. Lallier	Singapore
Casse-tête	French gunboat	140	5	150	—	Singapore
Châteaufort	French cruiser	6018	18	17,000	Captain V. Poldione	Singapore
Comète	French gunboat	625	4	488	Commander Loni	Singapore
Comète	French gunboat	680	10	900	Commander I'Hest	Singapore
D'Assas	French cruiser	4000	31	9500	—	Singapore
Ectoe	French gunboat	—	—	—	—	Singapore
Froude	French destroyer	350	7	303	Lieut. Jehanne	Singapore
Guaydon	French cruiser	9376	36	20,200	—	Singapore
Henri Riviere	French gunboat	—	—	—	—	Singapore
Javeline	French destroyer	307	7	370	Lieut.-Comdr. Beaumont	Singapore
Kersaint	French gunboat	1250	6	2200	Commander Le Gallon	Singapore
Montcalm	French cruiser	9700	12	19,600	Captain Cro	Singapore
Mosquet	French torpedo-boat	350	7	300	Lieut. de Vaux	Singapore
Oly	French gunboat	—	—	—	Capt. Hourst	Singapore
Pascal	French cruiser	4015	27	8500	Comdr. Semas	Singapore
Pistolet	French torpedo-boat	350	7	300	Lieut. de Woert	Singapore
Redoutable	French cruiser	9437	8	6071	—	Singapore
Slyx	French cruiser	1780	10	1700	Capt. Vincent	Singapore
Sully	French cruiser	9859	—	—	Captain Gumbart	Singapore
Surprise	French gunboat	625	2	600	Lieut. Holme	Singapore
Takung	French gunboat	—	—	—	—	Singapore
Vauban	French cruiser	6150	23	4560	Captain Blangie	Singapore
Vigilante	French gunboat	123	7	500	Lieut. Carol	Singapore
Fürst Bismarck	German flag ship	11,000	38	18,000	Captain Prowe	Singapore
Geier	German cruiser	1776	16	2660	Comdr. von Studin	Singapore
Hansa	German cruiser	6230	24	10,000	Capt. Weber	Singapore
Heitha	German cruiser	6680	27	10,000	Capt. Baron Schützmann	Singapore
Itis	German gunboat	1000	10	1300	Comdr. Baron von M. Hülse	Singapore
Jaguar	German gunboat	900	10	1300	Comdr. Klobbe	Singapore
Leche	German gunboat	850	10	1344	Comdr. Krowcke	Singapore
Möwe	German gunboat	1009	8	875	Comdr. von Grambow	Singapore
Scoutler	German cruiser	1840	15	2800	Comdr. Persius	Singapore
Thetis	German cruiser	2680	24	8000	Captain Voi	Singapore
Tiger	German gunboat	900	10	1300	Comdr. Deimling	Singapore
Thingfat	German gunboat	170	5	1300	Comdr. Giebler	Singapore
Vorwärts	German gunboat	—	8	500	Lieut. Schurt	Singapore
Elba	Italian cruiser	2300	10	7471	Captain Boro Ricci	Singapore
Marco Polo	Italian cruiser	3600	—	—	Captain Presbitero	Singapore
Puglia	Italian cruiser	2498	29	7000	Capt. Pescotto	Singapore
Adamastor	Portuguese cruiser	1980	14	4000	Captain d'Anda Ribeiro	Macao
Dia	Portuguese gunboat	720	—	—	Captain Coutinho	Macao
Vasco de Gama	Portuguese cruiser	3215	20	6000	Capt. Manuel Vasco do Carvalho	Macao
Albany	U. S. cruiser	3769	28	7500	Capt. Dyer	Manila
Annapolis	U. S. gunboat	1000	12	1227	Capt. Kohrer	Manila
Bainbridge	U. S. torpedo-boat destroyer	420	7	8000	Lieut. Woodward	Manila
Baltimore	U. S. cruiser	4600	—	—	Capt. Sargeant	Manila
Barry	U. S. torpedo-boat destroyer	420	7	8000	Lieut. Irwin	Manila
Callao	U. S. gunboat	208	10	600	Lieut. Diamaker	Manila
Chamouny	U. S. torpedo-boat destroyer	430	7	8000	Lieut. E. P. Jossop	Manila
Cincinnati	U. S. cruiser	3213	19	7500	Comdr. Hugo Osterhaus	Manila
Dale	U. S. torpedo-boat destroyer	420	7	8000	Lieut. Gurnell	Manila
Decatur	U. S. torpedo-boat destroyer	420	7	8000	Lieut. A. W. Knox	Manila
Eleon	U. S. gunboat	660	10	6000	Comdr. J. H. Fox	Manila
Holena	U. S. gunboat	1392	8	1888	Comdr. P. K. Sanyer	Manila
Monadnock	U. S. monitor	3890	6	3000	Captain Mahan	Manila
Monterey	U. S. monitor	4084	4	5244	Comdr. J. B. Milken	Manila
New Orleans	U. S. cruiser	3487	20	7500	Commander G. B. Harbo	Manila
Oregon	U. S. cruiser	10,289	46	11,111	Captain Barwell	Manila
Pampanga	U. S. gunboat	201	3	250	Ensign J. E. Bass	Manila
Parang	U. S. gunboat	201	3	250	Capt. Bennett	Manila
Reinbo	U. S. cruiser	4000	14	—	Capt. Cavlar	Manila
Raleigh	U. S. cruiser	3213	18	7500	Comdr. Marshall	Manila
San Francisco	U. S. cruiser	4098	27	8913	Captain Verry	Manila
Vicksburg	U. S. cruiser	7000	13	1118	Commander Marshall	Manila
Villalobos	U. S. gunboat	347	8	500	Lieut. H. A. Wiley	Manila
Winnington	U. S. gunboat	1387	8	1894	Commander A. W. Dodd	Manila
Wisconsin	U. S. flag ship	12,000	50	12,609	Captain Oliver	Manila

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TANSAN
A NATURAL MINERAL
WATER Bottled at the
Springs at Takaradzka,
BY
The Clifford-Wilkinson
Tansan Mineral Water Co.,
Limited, Kobe, Japan.

**Crisp,
Delicious,
Invigorating.**

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the
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Nerve and
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THE Original and Genuine is J. Clifford
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ACTS gently, Acts pleasantly, Acts
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NOTHING like it, for depressed
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H. PRICE & CO.,

12, QUEEN'S ROAD,
SOLE AGENTS FOR HONGKONG.
Hongkong, June 3, 1905.

WM. POWELL,
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**ALEXANDRA
BUILDINGS.**

**FURNISHING
DEPARTMENT**

(First Floor by Lift)

**NEW
CURTAINS.**

**FLOWERED
MUSLINS,**

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**and
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WILLIAM POWELL,
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BOTTLED ALES AND BEERS.

Ind. Coors & Co. Ales, per doz. \$10.00 \$2.10

Basin, Light Gravity Ale, 4, Qrs. 18.00 4.50

Do, 8, Pts. 20.00 2.50

Basin, Boar's Head, 4, Qrs. 18.00 4.50

Do, 8, Pts. 20.00 2.50

Prinz Ludwig, 4, Qrs. 18.00 4.50

Do, 8, Pts. 20.00 2.50

Blatz, American, 4, Qrs. 18.00 4.50

Do, 8, Pts. 20.00 2.50

Yehia, Japanese, 4, Qrs. 18.00 4.50

Light, 8, Pts. 15.00 2.00

BOTTLED STOUT.

Ind. Coors & Co. Ales, per doz. \$18.00 \$2.35

Guinness, Boar's Head, 4, Qrs. 19.00 5.00

Do, 8, Pts. 24.00 3.00

SOLE AGENTS:

H. PRICE & CO.,

12, Queen's Road Central.

**THE HONGKONG FROZEN FOOD
SUPPLY.**

The

DAIRY FARM CO., LD.,

PROPRIETORS.

WE RECOMMEND A TRIAL OF

MARLENE.

EXCELLENT FOR COOKING

PURPOSES, AND OFTEN USED

INSTEAD OF TABLE BUTTER.

Price: 40 cents per lb.

ALSO

IN HALF-POUND PATS.

at 20 cents.

Hongkong, July 6, 1905.

1278

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& Co., Ltd.**

WATSON'S

VERY OLD LIQUEUR

**SCOTCH
WHISKY.**

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CELEBRATED

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THE FINEST

WHISKIES

DISILLED

IN SCOTLAND

IS CHARACTERISED BY ITS

FINE FLAVOUR

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ATTAINED ONLY BY

GENUINE

QUALITY

and

GREAT AGE.

Per Dozen \$16.50.

A. S. WATSON & CO.,

LIMITED.

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1841.

BIRTHS.

On June 28 at 138, Paul Brunst Road,
Shanghai, the wife of A. Sander, of a Son.
On June 8 at Newchwang, the wife of A.
O. Wilson, of a Son.
On June 24 at Tachow to Dr S. W. and
Mrs. B. B. Wilson, C. M. S., a Son.

DEATHS.

On June 13 at Chungking, George Jones
Cotwell (late I. M. Customs, Chungking).
On June 10 at Newchwang, MARY ANNE
104, eldest daughter of Mr and Mr A. O.
Wilson, aged 3 years and 2 months.

General Memoranda.

SATURDAY, July 8:
11.30 a.m.—Meeting of China Light
& Power Co., Ltd., at the Company's
Office.
11.30 p.m.—Auction of Household Fur-
niture, at Mr Geo. P. Lammer's Sales
Room.
11.30 p.m.—Auction of 1 Oldsmobile Car, at
Mr Geo. Lammer's Sales Room.

TUESDAY, July 11:
Goods per *Febeur* not cleared at 4
p.m. on this date subject to rent.
WEDNESDAY, July 12:
Goods per *Zealandia* undelivered after
this date subject to rent.
Goods per *Japan* not cleared at 4 p.m.
on this date subject to rent.

FRIDAY, July 14:
3 p.m.—Auction of Leasehold Property
at Messrs Hughes & Hough's Sales
Rooms.
SATURDAY, July 15:
12.30 a.m.—Meeting of The Hongkong
Electric Co., Ltd., at Co.'s Office.

MONDAY, July 17:
11 a.m.—Auction of 500 Logs Hardwood
at No. 3, Wing Wo Chan, Mongkok.
3 p.m.—Auction of Leasehold Property
at Messrs Hughes & Hough's Sales
Rooms.
3 p.m.—Auction of Leasehold Property,
at Messrs Hughes & Hough's Sales
Rooms.

TUESDAY, July 18:
2 p.m.—Auction of Valuable Leasehold
Property at Messrs Hughes & Hough's
Sales Rooms.

The China Mail.

HONGKONG, THURSDAY, JULY 6, 1905.

RETRENCHMENT RUN MAD.

ONE of the most recent demands of those
whose cry is 'Retrenchment' seems to
us not only absurd but harmful and un-
just. 'Abolish all regimental and garri-
son schools which are now supported by
the Army Vote!' This sweeping pro-
posal was recently made to the War
Office by the Lords of the Treasury. If a
man desire to effect economy he should
express himself in such demands as this
it is time someone should say 'hands off!'

Without referring more extensively to
the undoubted hardship by which hun-
dreds of men and women would be over-
whelmed, it is easy to see that in foreign
stations like Hongkong the inconveni-
ence and disabilities to which parents
would be exposed would be enormous,
and, in many cases, it would be with
the utmost difficulty and expense that
the children of our soldiers could be
taught. Fortunately the Army Council
will resist the proposal. That some
economy is called for most people are
agreed. Yet it is difficult to make these
changes without involving great num-
bers in hardship if not in actual
poverty. It is said that the pro-
posed changes to be effected at Ports-
mouth will involve the dismissal of
twenty per cent of the workmen who
have been employed in the dockyard,
and so serious appears the threatening
catastrophe that the borough authori-
ties have made a move in order to
prevent the fall of the guillotine. We
in Hongkong, too, shall suffer though
not to the same extent, and for the
most part the incidence of the blow
will fall on the Chinese. Large
numbers of native workmen have, we
believe, already been discharged from
the Dockyard, and others are expecting
to be dismissed. The withdrawal of all
the battalions will affect the internal
trade of the city not a little, and will
lessen the money which was every
winter put into circulation here. Whether
it is wise to withdraw all the bat-
talions from the China station is
more than doubtful, for the problems
of the East have not yet all been solved,
and probably the most complicated
have not yet been presented for solu-
tion. How far the present furor for
economy is the impulse of the hour,
which will continue just as long as
the necessities of the political situation
demand, cannot be accurately known.
We expect, however, that ere long the
old order of things will be reverted to.

Another fatal accident is reported to
have occurred to a Chinaman who jumped
off a moving tramcar in Des Voeux Road
last night. He was picked up by a police
Inspector and conveyed to the Government
Civil Hospital where it was found that his
skull had been fractured and his neck
broken. He died shortly after admission.

Capt. W. C. Ramsey, who was rescued
from the Huangpu, Shanghai, on June 28,
has now completely recovered from what
seems to have been quite an involuntary
dip in the river. Mr Ramsey took a sampan
from near the Hongkong Bridge with the
intention of crossing over to Pootung. As
a protection from the heat, he had the mat
shade of the sampan drawn forward, but
when in midstream, he got up with the in-
tention of pushing the shade back. In do-
ing so, the sampan gave a lurch and he was
precipitated into the river, and after some
difficulty was rescued by Capt. Kirk, of the
tug "Fokelin."

The Arbitration Board.
The proceedings held in the Lega-
tione Council with respect to the
claim by Messrs Howard and Stephens
with respect to compensation for
turning a Marine lot into an Inland lot
were concluded yesterday. The decision
of the arbitrator (His Excellency Sir Mat-
thew Nathan) was reserved.

BABY and grandfather can take Stearns'
Wine of Cod Liver Oil, because it is
delicious and is made for people with weak
stomachs. Makes new blood and builds
up the system.

The death is announced of Mr Komuchi
Tomotane, a well-known Progressive po-
litician.

It was reported from St. Petersburg
that all the Baltic Dockyards are to be
handed to Mr Schwab for ten years, and
during that time he will build the Czars
a new fleet, and will hand back the yards,
with their equipment, at the end of the
time.

LOCAL AND COAST NEWS.

There are now 67,700 Russian pri-
soners in Japan.

The British Legation Guards at Seoul
have been withdrawn to Weihaiwei.

Marquis Ito is not to be a Peace
plenipotentiary, but is to remain in Japan
to advise the Government.

The O. S. K. is expected to declare a
dividend for the first half of this year at
the rate of 10 per cent per annum.

His Excellency Sir Matthew Nathan,
accompanying by the Hon Mr F. H. May,
inspected the local police force this after-
noon.

Captain (D. O.) T. H. E. Anderson,
Royal Garrison Artillery, arrived on the 5th
instant per s.s. "Japan" from England
for duty.

Among the departures by the "Si-
beria" today were Messrs T. F. Hough,
G. H. Potts, W. A. Stopani and E. S.
Joseph.

An attempt is being made to raise the
Russian special service steamer "Irtisch,"
sunk in 28 fathoms off the coast of Iwami
with 100 mines on board.

One officer, 2 Sergeants, 41 rank-and-
file B. G. A., will move from Victoria Bat-
tacks to Stonecutters today in relief of
a similar number from Stonecutters to
Victoria.

President Roosevelt has asked the
American Minister at Tokio to tell the Em-
peror how deeply the President has been
moved by the Imperial poems, as translated
by Mr Lloyd.

Operations at the front have been re-
tarded by daily dust storms, making ob-
servations impossible, and now the rains
have set in. The rains have done a good
deal of damage in Japan, as usual.

Dr F. W. Clark, Principal Medical
Officer of Health, has been elected a Fellow
of the Royal Sanitary Institute, and Mr P.
A. Cunningham, of the Naval Yard Ex-
tension, has been elected a member.

A large seizure of opium was made
yesterday on board the steamer "Amara,"
and four of the crew were arrested. The
steamer was also placed in custody this
morning and the case remanded in order
to allow the defendants to obtain legal
advice.

The case in which the late sheriff at the
Magistracy was charged with embezzling
slightly over \$1,000 was called at the
Magistracy this afternoon. Mr F. B. L.
Bowley (Crown Solicitor) said that he had
no evidence to offer and the defendant was
discharged.

A fight took place at the German Club
yesterday between some coolies, one of
their number, a Hakka man, being attack-
ed by three others. Two of the latter were
arrested and fined \$25 each, at the
Magistracy, this morning, and ordered to
pay \$2 each as compensation to the com-
plainant.

Another fatal accident is reported to
have occurred to a Chinaman who jumped
off a moving tramcar in Des Voeux Road
last night. He was picked up by a police
Inspector and conveyed to the Government
Civil Hospital where it was found that his
skull had been fractured and his neck
broken. He died shortly after admission.

Capt. W. C. Ramsey, who was rescued
from the Huangpu, Shanghai, on June 28,
has now completely recovered from what
seems to have been quite an involuntary
dip in the river. Mr Ramsey took a sampan
from near the Hongkong Bridge with the
intention of crossing over to Pootung. As
a protection from the heat, he had the mat
shade of the sampan drawn forward, but
when in midstream, he got up with the in-
tention of pushing the shade back. In do-
ing so, the sampan gave a lurch and he was
precipitated into the river, and after some
difficulty was rescued by Capt. Kirk, of the
tug "Fokelin."

The Arbitration Board.
The proceedings held in the Lega-
tione Council with respect to the
claim by Messrs Howard and Stephens
with respect to compensation for
turning a Marine lot into an Inland lot
were concluded yesterday. The decision
of the arbitrator (His Excellency Sir Mat-
thew Nathan) was reserved.

BABY and grandfather can take Stearns'
Wine of Cod Liver Oil, because it is
delicious and is made for people with weak
stomachs. Makes new blood and builds
up the system.

The death is announced of Mr Komuchi
Tomotane, a well-known Progressive po-
litician.

It was reported from St. Petersburg
that all the Baltic Dockyards are to be
handed to Mr Schwab for ten years, and
during that time he will build the Czars
a new fleet, and will hand back the yards,
with their equipment, at the end of the
time.

BY TELEGRAPH. BY TELEGRAPH.

[CHINA MAIL'S SPECIAL SERVICE.]

THE THIRD TEST MATCH.

ANOTHER DRAWN GAME.

English Innings Declared Closed.

Australians Play Out Time.

(From Our Special Correspondent).

London, July 5, 7.25 p.m.

The third test match was continued

at Leeds today, the weather being

overcast.

The wicket was fast when the not-out

men went in to bat.

Tyldesley carried his total to the even

century before being dismissed.

Jackson failed to score well, being

beaten when 17 runs stood to his credit.

Hirst and Bosanquet made a stand,

and when the total had reached 295 for

five wickets, Jackson decided to close

the innings. The Englishmen then

having a lead of 401 runs.

Armstrong was the most successful of

the Australian bowlers, capturing five

wickets for 122 runs, an average of

22.4.

The Australians went in to bat and

lost seven wickets for 224 runs when

time was called.

Noble, together with Hill, put up a

good defence, the former compiling 62

and the latter 33.

Gregory had 32, not out, to his name

when the game concluded.

As the match was limited to three days

the result is a draw.

The scores are:

ENGLAND.

FIRST INNINGS ... 301

SECOND INNINGS.

T. Hayward ... 60

C. B. Fry ... 30

J. T. Tyldesley ... 100

F. S. Jackson ... 17

G. Hirst, not out ... 40

B. J. T. Bosanquet, not out ... 22

Other batsmen and sum-
dries ... 26

Five wickets for ... 295

* Innings declared closed.

AUSTRALIA.

FIRST INNINGS ... 195

SECOND INNINGS.

C. Hill ... 33

M. A. Noble ... 62

W. W. Armstrong ... 32

S. Gregory, not out ... 32

Other batsmen and sum-
dries ... 65

Seven wickets for ... 224

Four recruits for the local police force

arrived from Home this morning by the

steamer "Donbighshire." Two of them have

been previous service, one at Home and

the other in the South African Constabulary.

His Excellency at Home.

His Excellency Sir Matthew Nathan

will be at Home at Mountain Lodge to-
morrow afternoon from 4.45 to 6.45.

Eugene Sandow in Trouble.

Eugene Sandow, who is demonstrating

the art of physical culture at Singapore, is

being sued for \$1,555 by a late employee—
Emory Harvas—for wrongful dismissal.

Harvas was dismissed for alleged drunken-
ness, which he denies. An order for the
attachment of Sandow's property until
\$2,000 security was forthcoming was granted.

The Shaukiwan Murder.

A man has been arrested by the police

in connection with the Shaukiwan murder
case, which was reported about a week ago.

The evidence at first obtainable regarding
the crime it will be remembered, was so
scanty that it appeared very unlikely that
the mystery of how the victim (a sampan
girl) met her death would be solved.

However, the detectives have been working
at the case ever since and have succeeded in
establishing what appears to be a

THURSDAY, JULY 6, 1905.

THE CHINA MAIL.

THE TRAVANCORE CASE.

Further Evidence.

The following additional evidence was given by the Chief Officer of the "Travancore"—J. T. Roberts—after we went to press yesterday.

On June 1 at about 9 p.m. a heavy squall struck the ship from the westward. This caused her bows to pay off by reason of the water on the foremast—had sail been set on the after masts as ordered she would have got clear of the rocks. As it was she layed forward but was hung up by the stern post and her bows swung back on the rocks. Blue lights were sent up by Captain Chamberlin and the master of the "Likin" sent the men on board. They hoisted the mizzen sail in response to an order from the Captain, but it was too late. The men left the ship again accompanied by witness as the latter did not think it was safe to remain on board. The captain declined to leave the vessel, and remained on the poop. The Captain of the "Likin" sent one of his boats to lay off the "Travancore", while the sailors went on board the "Likin". At 6 a.m. June 3 the mate and the men got back into the boats and went alongside the ship, and the captain got into one of the boats. The two boats lay off the "Travancore", which was still bumping heavily, and sighted the "Robert Cooke" about 7 a.m. Captain Chamberlin proceeded on board the "Robert Cooke" and then went back to the ship on which the whole crew were now re-embarked. Wire hawsers—44 inches—were then passed over the starboard bow to the "Robert Cooke". As soon as the hawsers were made fast the crew again left the ship in the two boats, without permission—and witness and the mate remained on board. The "Robert Cooke" then commenced to go ahead and at 7.45 a.m. on June 3, the vessel commenced to move and got clear. While in process of being towed the First Mate of the "Robert Cooke" (Mr. Martin) came, on board to have a consultation with the Master and it was decided to continue the tow to Hongkong; provided the men could manage to keep the water down by pumping. Witness then hoisted signals to the "Likin" to send down the boats, but the "Robert Cooke" could not wait—the "Likin" being one mile astern—and towed the ship into Harlem Bay where they anchored in four fathoms of water. The ship had a very heavy list to starboard and the captain used the megaphone to ask the master of the "Robert Cooke" to take the ship into Harlem Bay. When the vessel had anchored the men were put on board from the "Likin" and rested until 2 p.m. when they turned to. Arrangements were made with the captain of the "Robert Cooke" to bring pumps from Hongkong. After these arrived the water was kept down and the "Travancore" was brought to Hongkong. The crew worked very unwillingly at the pumps in Harlem Bay.

By Lieut. McCallum: It would take three minutes to clear the anchors and lower them, and witness was of opinion that steamers with their latest improvements would take about that time.

Captain Pybus: Did you keep this book (holding out the Abstract of the Log Book)?

Witness: Yes. The log book was left from one of the boats.

Captain Pybus: Can you explain how it is that you could make such an abstract of the log right up to the last minute?

Witness: That is my day book; I keep it from the ship's log.

Captain Pybus: When did you write it up?

Witness: On Thursday morning.

Captain Pybus: We have it in evidence that you were employed on Thursday morning in running out anchors, etc. Do you mean to say that you sat down then and wrote this up?

Witness: Yes. I always write it up at the end of my watch.

Captain Pybus: Was the master under the influence of liquor during the time you were in port?

Witness: I cannot say that I have ever seen him under the influence of liquor. Lieut. McCallum: How far were the rocks distant when you missed them?

Witness: About one-half or three-quarters of a mile.

Captain George: When you relieved the second officer for the middle watch did you receive any orders from him?

Witness: No.

Captain George: Who sent the second officer to Hongkong?

Witness: The captain.

Mr. Wilkinson suggested that the Court of Inquiry should be adjourned until Friday to be certain of Captain Chamberlin's antecedents.

The suggestion was adopted and the Inquiry was adjourned accordingly.

Tax proportion of deaths by violence to each 1000 shows the United States leading with 41.1, England being next with an ugly record of 33.1, France has only 19.7, and Italy 8.3 per 1000.

Be Firm.

WHEN you ask for a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy, do not allow the dealer to sell you a substitute. Be firm in your conviction that there is nothing so good, so powerful and so safe as Chamberlain's Colic, Cholera and Diarrhoea Remedy, and has never been known to fail. For sale by All Dealers; WATKINS & Co., Ltd., General Agents.

THE PILOT'S CASE.

Summons Dismissed.

At the Magistracy this afternoon Mr F. A. Hazeland gave his reserved decision in the case against Pilot Lawlor, in which he was summoned for not exercising proper care in berthing the steamer "Slavonia."

The judgment was as follows:—

The defendant was summoned before me for that he on the 10th day of March, 1905, in the waters of the Colony, being a licensed pilot under Ordinance No. 3, of 1904, and in charge of the a.s. "Slavonia," unlawfully did infringe a regulation made by the Harbour Master under Section 4, of that Ordinance, and published in the Government Gazette on the 10th June, 1904, namely, Regulation No. 5, and that he failed to use his utmost care and diligence when bringing the said ship up to the No. 1 wharf of the Godown Company to avoid accident or damage to the said ship, whereby the said ship struck the No. 2 wharf and became damaged thereby. The first question for my decision is as to when the duties of the pilot under this Ordinance are at an end. The master of the "Slavonia" said in his evidence that he employed the defendant to bring his ship up to the wharf, but I am of opinion that the defendant regarded himself in charge of the vessel when she was drifting on to the No. 2 wharf. In the absence of any contract as to the express duration of the service I am of opinion that a pilot engaged under this Ordinance is in the same position as a pilot when the pilotage is compulsory. The next question to be decided is as to whether the defendant was justified considering all the circumstances of the case, in bringing the ship in how first. I am advised that in view of the information at his disposal he was quite justified in bringing the ship a long side the wharf bow first. I am also advised that there was an undercurrent which caused the ship to drift. I am also advised that there is no method at present available for foreseeing such an undercurrent. The next question to be decided is as to whether the drifting of the ship on to No. 2 wharf was due solely to the delay in getting out the stern line, in not heaving in on it when fast, and to the fact that it was foul of the bollards. I am advised that the answer to this question is in the affirmative. Mr. Unsworth in his evidence stated that the launch had to wait ten minutes for the stern line and that there never seemed to be any strain on the stern line before she struck. The master of the steamer stated in his evidence that the ship struck No. 2 wharf before the stern line got on to No. 1 wharf. I am of opinion that defendant was in no way responsible for the delay in passing out the stern line, for his being foul of the bollards, nor for the failure to heave in on that line. The ship having got into this position, was or was not the proper manoeuvre to have backed out? I am advised that to have backed out under the circumstances would have been a proper manoeuvre, but there was nothing improper in that executed by the defendant. I am advised that there was a danger if the ship had gone astern, of her head canting to starboard after she had gained sternway and colliding with No. 2 wharf, in which case the collision with the wharf would probably have been more violent than it actually was. With respect to the question as to whether the ship was not part of the defendant's duty to have done so, as the getting over of fenders is not an act of navigation. I find, as a fact, and am so advised that the defendant did not fail to use his utmost care and diligence whilst bringing this ship to the wharf. My finding is, therefore, for the defendant and I order this summons to be dismissed.

THE TAIWAN RETROSPECT.

Tom Williams was a shipping clerk, Of famous London town; His eye was bright, his smile was gay His hair the usual brown.

Each morning in his city kit, A black bag in his hand, He climbed an Eastward going bus That rolled down to the Strand.

His work was good, his boss was kind His landlady was nice; And, bar a small jag now and then He'd hardly any vice.

Yet Tom was not contented, for He wished to go abroad. To wear a sunhat, see some life, And come back with a hoard.

Then one fine day he met a man, Whose laugh was loud and long; Rosy face and round his form, And he said "Try Hongkong."

"I was a Taiwan there for years, And now I'm here again. But when I think of all I've left I guess you're quite a pain."

"A house upon the Peak I had, It was a mansion fair, And, bar the mist sometimes (?) at night, I never breathed finer air."

"Four coolies and a chair I had, A chair so cool and light, And daily to my office door, They bore me like a knight."

"A racing stable, too, I had, Of ponies sleek and round, And when I won the Derby, did Not Happy Valley sound?"

"I cannot live in Portman Square, I'd sell my home to-day, I miss my cocktails at the Club, My launch with flag so gay."

"Like you, a youngster, I went out, Alas! those days are gone, Those race-weeks, those St. Andrew's Balls, Those week ends at Canton."

So Tom came out by P. & O. Or by the German mail, I'm sure I hope he'll do as well, But as likely he will fail.

OUR JAPANESE LETTER.

After the Victory.

The House Tax.

(From Our Correspondent.)

TOKIO, June 11.

There is no doubt that the observer of events from a distance can form a saner and sounder view of their importance than he who is in a sense mixed up with them and who is consequently affected to some degree by the emotions which their occurrence induces. Thus about the last person in the world who could usefully forecast the future effects of the great victory achieved by Togo is perhaps our correspondent.

But I can tell you something about the manner in which the news was received and the effect of this last and greatest triumph upon the people. It is unfair to judge of a great nation by the demeanour of either its most superior or inferior class. It is upon neither that the real of a nation really depends. All history teaches us that ultimately it is the views of what we call the middle class, the solid section of the community which creates the wealth upon which the others live, which prevails and as these views are sound or unsound so will the tendency of the nation be towards steadiness or instability. Taking the ruling class first I find that the immensity of the victory has not altered in one whit the instructable and unemotional calmness with which they have met each development of the war.

In effect they say "We commenced this war with a definite object in view. Much has been accomplished and we have confidence that eventually we shall succeed. Meantime we must continue as we have begun and not take our hand from the plough until the last furrow is turned. If our object can be attained with Russia's assistance in the conference chamber we are ready; if we must continue wading through blood towards the goal we are prepared."

The coolie class are developing a feeling of natural and excusable independence in regard to foreigners. I say excusable advisedly, holding in mind the thoroughly inexcusable arrogance with which until recently a large section of the foreign residents, more particularly those in business, treated the natives of the country. If a coolie filled to overflowing with enthusiasm, patriotism and sake makes opprobrious remarks to a foreigner it perhaps amuses him and certainly does the foreigner no harm. But it will give people an absolutely false impression of the Japanese as a nation if sporadic incidents of this type are taken to indicate the true spirit of the people. The merchants, the shopkeepers, the landworkers take their triumph quietly. Their loyal to their country but they realise that war, while it can gain them as a nation glory, is a destructive not a constructive force. Perhaps Rozhdzestvensky's daring through disastrous enterprise has been of great service to mankind generally. I have found when speaking to business people during the last month that a realisation of the paralyzing effect of war upon trade had apparently been born in upon them fully for the first time by the advent of the Russian Armada in Eastern waters. Until that time though many industries had necessarily languished, others in consequence of the stimulus given by the necessity for providing supplies of all kinds for the navy and army had experienced increased prosperity. And above all the fact that Japan held the command of the seas made it difficult for the mercantile world to understand that as long as the war continued their enterprises were in danger of injury or destruction. But recent events have brought home to them the knowledge that those who seek the price of glory are not cold, callous, and unpatriotic, but mercenary. While the mercantile class are as prepared as is any other section to give their lives and their wealth for their country in order to bring to a successful conclusion what they realise is a life and death struggle they are unduly anxious that that conclusion should be brought about as speedily as possible. The detection of this sentiment led me to believe that the Japanese Government will not seek to impose impossible humiliating conditions upon Russia when that demoted country uses for peace, as she must do sooner or later unless Lincolnton achieves the almost inconceivable in Manchuria.

In the excitement caused by the battle news I have forgotten to refer to the award of the House in regard to the House Tax dispute. Those of your readers who take any interest in this long drawn out controversy are sufficiently acquainted with the grounds upon which the trouble originally arose to save me the necessity of recapitulation. The Japanese Press has on the whole received the adverse decision without violent protest although the papers do not disguise their belief that in equity the Government's claims cannot be questioned. Neither as a fact could they, but when a party knowingly and irretrievably contracts himself out of his equitable rights he has no right to complain when the consequences of his folly are brought home to him.

The Japanese appear to recognize that now, at all events, they are bowing to the inevitable with a good grace. But the directors of those English organs which are more Japanese than the Japanese themselves are missing loud lamentations and are angrily asporting the character of the Hague Tribunal and are daily damning the award in unmeasured terms. As is inevitable, the *Japan Mail*, which has throughout held that the Japanese Government was entitled both in law and equity to collect the tax, is very wrath and it is expected that the Hague commissioners will hasten to retire into private life when they read the unparagoned denunciations of their verdict which are being daily made public. There seems little prospect of the Tribunal retaining its dignity and usefulness unless its international character is altered and Captain Brinkley is appointed.

ed note Commissioner, Captain Brinkley, I explain, if there lives a man with soul so dead as not to know the most relevant facts in contemporary history, is the editor of the paper named. Another editor has made the excellent suggestion that as the situation which his paper serves, believe that the award is wholly iniquitous they should voluntarily continue paying the tax and abstain from demanding a refund of the monies already paid. So far there has been no announcement that the suggestion has been hastily and enthusiastically adopted. The two arrests in the Taikui in regard to which I wrote to you recently have rather dropped out of sight, or perhaps it would be better to say that the incident has been forgotten by more important happenings. The two men who were arrested have been released under light bail and are now living under surveillance. We are still in the dark as to the exact accusation against them. Judging, however, by the lightness of the bail the charges can scarcely be so serious as was at first believed, or else the danger that in the belief of the authorities threatened from their liberty disappeared when the bulk of Rozhdzestvensky's fleet was sent to decorate the seabed.

BY WHARF AND WAVE.

There has been a net increase in the Japanese mercantile marine of 450,000 tons since the war began (including 160,000 tons chartered), and the purchase of steamers is continuing.

At the instance of Inspector McIver the master of the unlicensed junk "Ching Yung" was fined \$3, at the Marine Magistrate's Court this morning, for failing to proceed to the junk anchorage upon arrival in the harbour.

The N. Y. K. has bought the steamers "Grafton," "Mazagon," "Gila," and "Gota," and the O. S. K. the "Standard" and another Norwegian steamer, these two last having been renamed the "Fukushu Maru" and "Ooshu Maru," respectively.

THE BOYCOTT.

American Missionaries Meet.

(From Our Correspondent.)

CANTON, July 3.

The Canton Times gives a full account of the meeting which the American Missionaries held last Saturday, in the buildings of the Kuk-fau hospital. Evidently a large gathering was present, and from the report, most, if not all, the older missionaries took part in the discussion. The leading Chinese spirit was Fung Ut-tsun, who is pastor of an independent Chinese church, and has spent some time in America. From the condensed report of the speeches delivered by the American missionaries, it is obvious that they have made up their minds which way to vote, and on what side to throw the weight of their influence. One affirmed that the treatment meted out to the Chinese was worse than that shown to negroes. Another confessed that when the first indications of the policy appeared some years ago, he opposed it, and had opposed it ever since. The conclusion at which the meeting arrived appears to be that the wisest course would be to prepare two memorials, the one in English, which may be signed by the American missionaries, and the other in Chinese, which shall have the signatures of the native converts.

The Sympathy of the Empress Dowager.

The following, which is vouched for as a fact, comes from Peking:—The Empress Dowager who has been reading the native papers and learned from them the agitation that has been going on throughout the Maritime and Yangtze provinces against the alleged severe treatment of Chinese entering the United States, showed her Imperial sympathy by expressing the following sentiments one day, regally, to the high Ministers assembled before the throne:—"The people of this Empire, whether at home or abroad, are all our children and we cannot bear to allow them to suffer ill-treatment in the least. The fact that many of our subjects have gone abroad to seek a living, as labourers already shows that we have failed to nourish and to take parental care of them, and to think that these unfortunate have to suffer cruel and harsh treatment at the hands of aliens and outsiders makes it still more unbearable to us. We are therefore impelled to command you to lose no time in bringing about the cancellation of a treaty containing such objectionable and harsh clauses for the treatment of our children, and we furthermore command you to telegraph to our representative in the United States to use his best endeavours in affording protection to those of our subjects in that country, and to supplement our most earnest wishes for the welfare of our people engaged in trade and commerce." These sentiments of the real ruler of China will, without doubt, greatly strengthen the hands not only of the officials, but also the masses who are agitating for a new Treaty with the United States, which shall emphasize the justice and impartiality which have always marked that great Republic in its dealings with every country, and especially towards China.—N. O. D. N.

WEATHER REPORT.

The following notice is issued by Mr Figg of the Hongkong Observatory:—On the 6th at 11.55 a.m. The barometer has risen on the China coast, and fallen in the Philippines.

Gradients are slight and moderate SE. winds may be expected in the Formosa Channel and the N. part of the China Sea. Forecast.—Light to moderate SE. and E. winds; fair to showery.

REVIEWS.

MUSIC.

AYRAN'S HENGE (From Six Love Songs) Words by Ed. Tschenschner. Music by Landon Ronald.

AWAY ON THE HILL, AND A LITTLE WINDING ROAD. (From Four Songs of the Hill). Words by Harold Simpson. Music by Landon Ronald.

SCHUMER IN COLOUR. Words by Vera Canute. Music by Landon Ronald. Enoch and Sons.

The sentiments of these songs may be gathered from their respective titles. They belong to a class of song now happily meeting with increasing favour, in which the music is not only made entirely subservient to the demands of the text, but also enforces its poetical significance. They are also written in two keys and are suited to mezzo-soprano and tenor voices. "Away on the Hill" and "A little winding road" are both dedicated to and sung by Miss Maribel Foster, and also by Madame Melba. The difficulties in the accompaniments are few save for an Arpeggio passage here and there not too easily approached. The accompaniments and harmonies are those of the skilled artist.

Three Song Poems: (1) DREAMING FOR EYES. (2) THE YOUNG INDIAN MAID. (3) BEAUTY AND SORE. Words by Thomas Moore. Music by S. Coleridge Taylor. Enoch and Sons.

It is not often that songs leave a feeling that they are too short but this impression is made by the majority of this gentleman's series of vocal compositions. The above song-poems are an earnest, and moreover, musically work of great interest. The present set is an admirable example of brilliant and effective writing. The composer has caught the happy spirit of the celebrated poet and in his music accentuates the significance and poetical suggestiveness of the lines. The songs are well contrasted in style and the second is vivacious and has an effective accompaniment. Those of the first and third possess, however, more interest to the musician, and certainly offer more opportunities for effect to the vocalist. It should be mentioned that No. 1 is for low voice and No. 2 for high voice.

A BLOSSOM. Words by Ed. Tschenschner. Music by Herbert Bunning. UNITED. Words by Arthur Chapman. Music by Herbert Bunning. THE DRUMMER. (With Organ obbligato ad lib.) Words by Gouverneur Morris. Music by Herbert Bunning. Enoch and Sons.

These three songs by Mr. Bunning are published in two and three keys and will doubtless attract the attention of many vocalists. They are all in the composer's best style and there is also much individuality in "A Blossom." The abilities of singers one can see at a glance, and have been carefully kept in view and the accompaniments can be played by executants of moderate attainments.

A PORTRAIT. French words by Pierre Remy. English version by R. H. Elkin. Music by C. Chaminade. Enoch and Sons.

Chaminade has developed a style of her own which appeals to amateurs and professionals alike. She always writes gratefully for the voice and in a manner calculated to make the most of small means. Waltz movement runs through the whole of this song, the melody of which is exquisite. Much ingenuity is shown in the accompaniment which is extremely brilliant and tasteful. In common with most of this composer's writings the song possesses much brilliancy and many effective passages. It is published in three keys F, C, and A, all of which, however, are best suited for a moderately high voice.

WORTH MORE THAN IT COST.

Medicine is cheap when it does good, no matter what it costs. Stearns' Wine of Cod Liver Oil doesn't cost much and helps everyone that takes it. Stops that coughing.

To-day's Advertisements

FOR NAGASAKI, KOBE AND YOKOHAMA.

"SHIRE" LINE OF STEAMERS.

THE Steamship DENBIGHSHIRE will be despatched for the above ports TO-MORROW (FRIDAY), the 7th inst., at 5 p.m.

For Freight or Passage, apply to SHEWAN, TOMES & CO., Agents, "Shire" Line. Hongkong, July 6, 1905. 1306

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHEW.

THE Company's Steamship HAITAN Captain ROACH will be despatched for the above ports on SUNDAY, the 9th inst., at 12 o'clock noon.

For Freight or Passage, apply to DOUGLAS, LARRAIK & Co., General Managers. Hongkong, July 6, 1905. 1310

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES. FROM MIDDLEBOROUGH, LONDON AND STRAITS.

THE Steamship DENBIGHSHIRE Captain W. A. EVANS, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., LTD., at Kowloon and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst., will be subject to rent. All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst., at 2.30 p.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents. Hongkong, July 6, 1905. 1305

To-day's Advertisements

The Only Safe Gauge is the KLINGER REFLEX WATER GAUGE.

No Boiler should be without it.

As supplied to the British and Foreign NAVIES and LEADING STEAMSHIP COMPANIES all over the World.

For Particulars, apply to LANE, CRAWFORD & Co., or Mr D. MACDONALD, Hongkong. Or to RICHARD KLINGER & Co., 66, Fenchurch Street, London, E.C. Hongkong, January 7, 1904. 20-4

NOTICE.

LANE, CRAWFORD & Co., beg to inform the Public of Hongkong that they are the SOLE AGENTS in Hongkong of the following PIANO MANUFACTURERS: BRINSFORD, COLLARD, COLLARD, BROADWOOD, ALLISON, CHALLAN and DORNER. And that the GUARANTEED NEW INSTRUMENTS of any of the above makes CAN BE HAD FROM THEM ONLY.

LANE, CRAWFORD & Co. Hongkong, May 13, 1905. 1276

NOTICE.

DR NEWELL WILSON, DENTIST, has REMOVED his Office from Watkin's Buildings to No. 2, PEDDER'S STREET, opposite the Hongkong Hotel. Telephone No. 640. Hongkong, June 20, 1905. 1187

THE DAIRY FARM CO., LTD.

TRY OUR FINE AUSTRALIAN

RABBITS AND HARES.

65 Cents and \$1.40.

Hongkong, July 6, 1905. 1307

PUBLIC AUCTION.

THE Undersigned will Sell, by Public Auction, on SATURDAY, the 8th July, 1905, at 11.30 A.M. at his SALES ROOMS, DODDLE STREET, A QUANTITY OF HOUSEHOLD FURNITURE (Full Particulars from Catalogue). TERMS:—Cash on delivery. GEO. P. LAMBERT, Auctioneer. Hongkong, July 6, 1905. 1309

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship LIGHTNING. Captain J. G. SPENCE, will be despatched for the above Ports on TUESDAY, the 11th inst., at Noon.

For Freight or Passage, apply to D. SASSOON & Co., Ltd., Agents. Hongkong, July 6, 1905. 1308

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER JAPAN.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG and KOWLOON WHARF AND GODOWN COMPANY'S Godowns at Kowloon where each Consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—From LONDON, &c. ex.s.s. Egypt. Optional goods will be landed here unless instructions are given to the contrary before Noon, To-day.

Goods not cleared by the 12th inst., at 4 p.m., will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

L. S. LEWIS, Acting Superintendent. Hongkong, July 6, 1905. 1304

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